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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY	USSR (Lithuanian SSR)	REPORT NO.		25X1
SUBJECT	Lindenau Shipyard in Klaipeda	DATE DISTR.	8 March 1954	
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DATE OF INFO.		REQUIREMENT NO.		25X1
PLACE ACQUIRED		REFERENCES		

- 25X1 1. In October 1950, the former Lindenau Shipyard, located upstream from Klaipeda, consisted of three building slips. The northern slip was 120 meters long, the middle 100 meters long, and the southern 80 meters long. The scaffolds were heavy iron structures with crabs. There was no crane. The launching direction was at right angles with the river. The water in front of the three slipways was 7.5 meters deep. [redacted] a Soviet plan for the middle building slip, which was scheduled to be lengthened to 130 meters and to be fitted with a gate-locked entrance, would be executed in the spring of 1951. A 90-meter slipway was also planned.
- 25X1 2. Prior to 1950, several lighters of up to 2,000 tons deadweight, about four 1,200-hp tugboats, a bucket-dredge, some 43-m drifters (sic), and auxiliaries of up to 3,000 dwt had been built in the shipyard, which [redacted] could also build light warships, but no heavy warships.
3. The managing board of the yard was staffed by Soviets. Fifty percent of the labor force of 2,000 workers were Lithuanians. Skilled welders, lathe operators, and locksmiths were badly wanted. Vocational training was inadequate, as the instructors at the apprentice shop in the shipyard could be made available only from time to time.
4. Material for the shipyard arrived by rail and bore cast inscriptions in either the Russian or the Czech language. Electric power was supplied by the municipal power station. A shipyard power station was scheduled to be completed in 1952 and to be given a MAN-type 850-hp Diesel engine and, later, two Diesel engines with an aggregate power of 1,000 hp which were to come from war stocks (sic). Prior to October 1950, all plans for the shipyard were behind schedule and some were cancelled. Welding electrodes and, later, rivets were in short supply. Target dates fixed for orders could not be met because the material usually failed to have the proper dimensions. The Soviet key engineers were frequently exchanged.

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- 25X1 5. Two sections of a floating dock capable of lifting about 2,000 tons and a 1,000-dwt merchant steamer were under construction in October 1950, when the shipyard still lacked vital machinery, including multiple lathes, planers, and milling machines. Some toolmakers' benches from war stocks proved unserviceable because essential parts had been removed. Hull plates occasionally did not meet specifications. [REDACTED] large shipments for the shipyard were always escorted by Soviet soldiers, as trains had frequently been attacked and railroad tracks and embankments had been damaged.
- 25X1 6. [REDACTED] the plan of making Klaipeda a naval base had been dropped because of heavy damages by the incoming swell during westerly winds.¹ Revetment work on the river banks near Bommelsvitte started in early 1950. It was rumored that warship berths for the Soviet Navy would be built there.
- 25X1 [REDACTED] Comment:
- 25X1 1. The swell in Klaipeda harbor was reported as insignificant [REDACTED]

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